THE

North-China Herald.

Vol. II., N°. 98. SHANGHAI, SATURDAY, JUNE 12, 1852. Price, Dʳˢ. 15 ⅌ Annum.

NOTICES OF FIRMS.

NOTICE.

MR. ROBERT CRAWFURD ANTROBUS has this day been admitted a Partner in our Firm,—which now consists of, Mr. Hugh Hamilton Lindsay, Mr. Walter Davidson, Mr. William Hogg, and Mr. Robert Crawfurd Antrobus.

LINDSAY & Co.
Of Hongkong, Canton, & Shanghai.
Hongkong, 20th May, 1852.

NOTICE.

MR. FLETCHER WESTRAY, is authorised to Sign our Firm by Procuration.

WOLCOTT, BATES & Co.
Shanghae, 10th November, 1851.

AMERICAN AND FOREIGN AGENCY.
City of Washington.

Under the Direction of Aaron Haight Palmer, of New York, Counsellor of the Supreme Court of the United States, and Director of the late American & Foreign Agency of that City, and Worthington Garrettson Snethen, of New Orleans, also a Counsellor of said Court, and late Solicitor of the United States General Land Office.

THIS Establishment is formed for the following objects:—

1. For conducting Professional Business in the Supreme Court of the United States, and the Prosecution and Recovery of Claims against the American Government;

2. For Collections generally, embracing Debts, Legacies, and Inheritances in the United States, and the adjacent British Possessions;

3. For the Purchasing of Lands in any of the States or Territories of the Union, and Loaning Moneys on Mortgage of Real Estate lying therein;

4. For Investment of Funds in the United States and State Stocks and Loans, and, generally, for the Transaction of all Business pertaining to a Law, Loan, or Banking Agency.

All communications addressed, *post-paid*, to Messrs. Palmer and Snethen, American and Foreign Agency, City of Washington, will receive prompt and faithful attention.

PALMER & SNETHEN.

INSURANCES.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are now authorized to grant Policies payable in *Shanghae*, as well as in *Hongkong, Canton, Calcutta, Madras, Bombay*, and *London.*

LINDSAY & Co.
Shanghae, 10th May, 1852.

MARINE INSURANCE.
HONGKONG INSURANCE COMPANY.
Capital £50,000 in Shares of £500 each.
SECRETARIES:
Messrs. LINDSAY & Co.,
Hongkong, Canton, and *Shanghai.*
AGENTS:

Messrs.	GLEDSTANES & Co.,	*London.*
„	LECKIE & Co.,	*Bombay.*
„	SHAND, FAIRLIE & Co.,	*Calcutta.*
„	PARRY & Co.,	*Madras.*

WITH reference to the above the undersigned are prepared to grant Policies payable in *Hongkong, Canton, Calcutta, Madras, Bombay*, and *London.*

LINDSAY & Co.
Shanghai, March, 1852.

EQUITABLE INSURANCE SOCIETY.

THE undersigned grant Policies in the above OFFICE on the usual terms payable in *Hongkong, Canton, Calcutta, Madras, Bombay*, and *London.*

LINDSAY & Co.
Shanghai, March, 1852.

AMICABLE INSURANCE OFFICE.

THE undersigned having been appointed Agents for the above Marine Insurance Office, are prepared to grant Policies payable in *London, Bombay, Calcutta, Canton or Shanghai.*

GILMAN, BOWMAN & Co.
Shanghai, 12th April 1852.

EQUITABLE FIRE INSURANCE COMPANY.
26 Cornhill, London.

THE undersigned, having been appointed Agents for the above Office, are prepared to effect Insurances against Fire, on Buildings or Merchandize.

HOLLIDAY, WISE & Co.
Shanghai, 4th October, 1851.

ASIATIC MARINE INSURANCE OFFICE.

THE undersigned are prepared to grant Policies on behalf of the above Office, payable in *London, Bombay, Calcutta, Singapore*, and *Hongkong.*

SMITH, KENNEDY & Co.,
Agents for Shanghae.
Shanghae, 12th June, 1851.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
(Established 1843.)

THE undersigned are prepared to accept RISKS, (covered by protecting Policies at Lloyd's and the various London Insurance Companies,) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy*, the *Straits, Ceylon*, the *Presidencies of India, Suez*, and *England.*

The interest in the protecting Policies is assigned to the Peninsular & Oriental Steam Navigation Company, for the purpose of their becoming the Medium of Payment in the event of loss.

For Rates of Premium and other Information, apply to

O. C. Edmond, or J. A. Olding, *Hongkong.*
Blenkin, Rawson & Co., *Shanghai.*
J. S. Sparkes, *Singapore.*
A. Emerson, or R. S. Walker, *Calcutta.*
Robert Franck, *Madras*, or
John Ritchie, *Bombay.*

JAMES HARTLEY & Co.
London, 24th December, 1851.

MARINE ASSURANCE.

THE undersigned are prepared to accept risks on behalf of the following Offices to the amounts indicated opposite each and payable in Hongkong, Canton, Calcutta, Bombay, and London.

	Sea Risk.	*Harbour Risk.*
	Drs.	Drs.
Canton Insurance Office,	100,000	200,000
Triton Insurance Company,	70,000	100,000
Bombay Insurance Society,	40,000	50,000
Bengal Insurance Society,	40,000	12,000
Reliance Marine Insurance Office,	25,000	..

JARDINE, MATHESON & Co.,
Agents in Shanghae.
Shanghae, 1st July, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed Agents in China for the above COMPANY, are prepared to accept ASSURANCE at Shanghae, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others,—*Rate of Premium, ¾ per cent per Annum.*

And on their Contents, *at the Rate of 1 per cent per Annum.*

ASSURANCES for 6 Months ¾, and for 3 Months ½, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participated in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
Shanghae, 1st August, 1850.

THE ROYAL INSURANCE COMPANY.
Capital £2,000,000.
Trustees.
JOHN SHAW LEIGH, Esq.
R. B. B. H. BLUNDELL, Esq.

THE undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire on the usual terms to the extent of £10,000 on any one Building or on Merchandize Stored in any one Building.

SYKES, SCHWABE & Co.
Shanghae, 9th June, 1849.

FOR SALE.

SODA-WATER & LEMONADE,

WILL shortly be prepared, and on sale at the *Dispensary of Drs. Hall & Murray.*—

SODA-WATER, 75 cents per Dozen.
LEMONADE, 1 dollar „ „

Bottles will be charged for at the rate of one dollar per dozen, unless returned within one month.

Shanghai, April 16th, 1852.

FOR SALE.

BY the undersigned SODA-WATER and LEMONADE.

Soda-Water, 75 Cents per dozen.
Lemonade, 1 Dollar Do.

Bottles will be charged for at the rate of 1 dollar per dozen—if not returned within one month.

JOHN MILLER.
Shanghai, 27th May, 1852.

FOR SALE.

AT the Godowns of the undersigned.
HOCK, in 1 dozen cases.
CLARET, in 1 dozen cases.
Pale SHERRY, in 3 dozen cases.
BEER, PORTER, and Strong ALE.

HARGREAVES & Co.
Shanghai, 21st April 1852.

FOR SALE.
AT THE GODOWNS OF THE UNDERSIGNED.

A few Cases (each one dozen) of Jacquesson's FLEUR DE SILLERY CHAMPAGNE.

SMITH, KING & Co.
Shanghai, 30th March, 1852.

PERUVIAN GUANO,

IN quantities to suit purchasers, on sale at the Godowns of

SMITH, KING & Co.
Shanghai, 31st March, 1852.

FOR SALE.
AT THE GODOWNS OF THE UNDERSIGNED.

SUPERIOR PALE SHERRY, MADEIRA, PORT, CLARET, and French BRANDY, from Henry Tatham & Co., London.

SMITH, KING & Co.
Shanghai, January 2d, 1852.

FOR SALE.

MADEIRA of superior quality, from Phelps & Co., London, in cases of 3 dozen each, at 8 and 10 dollars per dozen. Apply to

AUGUSTINE HEARD & Co.
Shanghai, August 28th, 1851.

ON SALE.

PORT, four years in bottle, CLARET, LIGHT GOLD SHERRY, CHAMPAGNE, PALE BRANDY, from the Stock of Messrs. J. and C. White & Co., of London. Apply to

SYKES, SCHWABE & Co.
Shanghae, 4th July, 1851.

FOR SALE.

ANCHORS, and CHAIN CABLES.
Apply to

SYKES, SCHWABE & Co.
Shanghae, March 22nd, 1851.

P. F. RICHARDS & Co.,
SHIP CHANDLERS, STORE-KEEPERS & GENERAL COMMISSION AGENTS,
SHANGHAE,
Established in 1844,
SHIPPING SUPPLIED WITH FRESH PROVISIONS.

CATALOGUE OF STATIONARY
EXPECTED
Per *CHALLENGER.*

THE undersigned respectfully beg to call the attention of the Foreign Community to the following choice selection of STATIONARY:—

Super. Royal Ledger ruled double and bound calf ex. dble. russia bands, lettd, and paged. Loose Index 2 lettd. half bound basil flush,
Royal Ledger ruled double bound rough calf ex. russia ends, lettd. and paged,
Loose Index 2 lettd. half basil flush,
Royal Journal, ruled and bound calf ex. lettd. and paged,
Medium Ledgers ruled single, and bound calf ex., Index 2 lett. lettd. and folio'd,
Medium Journals, ruled and bound calf ex., lettd. and paged,
Demy Ledger ruled single and bound calf ex. Index 2 lett. lettd. and folio'd,
Demy Journal, ruled and bound calf ex. lettd. and paged,
Demy Cash Book, ruled double, bound calf ex. lettd. and folio'd,
Demy Minute Book, ruled and bound russia ex. lettd.,
Demy Minute Book, ruled and bound calf ex. lettd.,
Demy Day Books, ruled and bound calf ex. lettd. and paged,
Demy Day Books, half-bound basil ex. lettd. and paged,
Demy Letter Books, ruled and bound calf ex. indexes lettd. and paged,
Demy Letter Books, half-basil ex. index lettd. and paged,
Demy Invoice Books, ruled and bound calf ex. index lettd. and paged,
Demy Invoice Books, bound basil ex. grained, index lettd. and paged,
Demy Account Current Book, ruled and bound rough calf ex. Index lettd. and paged,
Demy Account Current Book, bound basil ex. grained, lettd. indexed and folio'd,
Demy Consignment Books, ruled and bound rough calf ex. paged and lettd.,
Demy Consignment Books, bound basil ex. grained lettd. and paged,
Medium oblong 4to. Bill Books, ruled and printed to 2 patt. bound calf ex. lettd. both sides,
Foolscap Cash Books, ruled single, bound calf ex. lettd. and folio'd,
Fine Blue laid foolscap, hand made,
Fine Blue laid foolscap, machine made,
Fine Blue laid wove foolscap, machine made,
Sfine. Blue laid foolscap, R. & B.'s,
Sfine. Blue ruled X ft. only, R. & B.'s,
Fine Blue laid post machine,
Sfine. large blue laid 4to. post, R. & B.'s,
Fine large Cream wove 4to. post, machine,
Fine large blue wove 4to. post, machine,
Sfine. large thick cream laid 4to. post, hand,
Sfine. large thin blue wove 4to. post, hand,
Sfine. ex. large blue wove bank 4to. post,
Sfine. large blue wove bank 4to. post,
Sfine. ex. large ex. thin, Cream laid post 4to.,
Sfine. ex. large ex. thin French bank post 4to. blue wove,
Royal 4to. Guard Books, single guarded half-bound basil, index and strap and buckle,
Books ex. large 4to. prepared copying paper, half-bound basil, index and paged,
Foolscap Books, ruled X ft. half-bound basil cut flush...
Demy 8vo. Banker's Pass Books bound white vellum tucks and pockets,
Foolscap long folio books, Day Books, ruled and half-bound basil common,
Foolscap Books, ruled X ft. half-bound basil,
Sets of Bills of Exchange, printed in Triplicate from plate, bound as follows—
  Books, 200 sets ea., leather backs,
  Books, 100 sets ea., drab paper,
Sets of Bills of Exchange, printed in Triplicate from another plate, bound as follows—
  Books, 200 sets ea., leather backs,
  Books, 100 sets ea., drab paper,
Bills of Lading printed from Transfer made from Steel plate in parcels of 250 each,
Foolscap folio Minute Books, ruled and bound basil ex. grained and lettd.,
Fine blue laid foolscap machine,
Fine cream laid foolscap machine,
Post 8vo. Mem. Books, X ft. basil flush,
Foolscap Mem. Books X ft. basil flush,
Ex. Sfine. hard sealing wax,
Sfine. laid Super. Royal, R. & B., Best,
  Do. Super. Royal, Do., Second,
  Do. Royal, R. & B., Best,
  Do. Royal, Do. Second,
  Do. Medium, Do. Best,
  Do. Medium, Do. Second,
  Do. Demy, Do. Best,
  Do. Demy, Do Second,
  Do. Imperial,
  Do. 36 lined Brief,
  Do. 42 lined Brief,
  Do. ex. large 4to. prepared copg. paper,
  Do. Foolscap Do. Do.
  Do. Large folio Do. Do.
  Do. Blue laid 4to. Copy,
London made wrought Iron Arm folio Copying Machine, bronzed with brass balls on mahogany 3 drawer stand complete No. 9,
Copying plates covered cloth for, copying direct into Books,
Flannels for keeping plates damp,
Folio damping and drying Books,
4to. Do. Do.
Large Do. Brushes,
Small Do. Do.
4to. drying Papers,
Folio Oiled Do.
4to. Do. Do.
12, 15, and 18 in. black ebony Rulers No. 1,
Small Red Ink,
Dble. dble. crown tracing Paper,
Sets of Charts, Hongkong to Yang-tsze-keang,
Extra Charts of the Yang-tsze-keang,
  Do. of the Chusan Group,
China Seas in 2 sheets,
Charts of the various Straits,
  Do. North Pacific from China to North America,
Copies of Maryatts Code of Signals,
  Do. of McCulloch's Commercial Dictionary,
Marble Paper assorted,
Boxes of letter size Envelopes adhesive and stamped with die 150 each,
Boxes note size 250 each,
Ivory Letter Paper,
Cream laid Note Paper,
Note and Letter mld. black border,
Boxes Note Envelopes,
Official Envelopes adhesive and stamped,
Cream Wove,
Red Ink Glasses,
Albert Note Paper,
Queen's Do.
Sfine. Red Tape,
String Boxes,
Wax Tapers,
Taper Boxes,
Pieces Bottle India Rubber,
  Do., Patent Do. thick,
Boxes Steel Pens, A. R. & B.'s, fine,
  Do. Do. Commercial Do.
  Do. Do. Correspondence Do.
Pen Holders,
Best H. B. Pencils,
Commercial Pencil,
Ivory Folders,
Scissors assorted,
Imperial Manifold Writer, Rusia ex. large 4to. with box for ink &c., and strong outside leather case,
Ex. large 4to. books of copying paper,
Ex. large 4to. carbonate books,
Large 4to. carbonate books,
Large 4to. Manifold Writers, whole bound black Spanish,
Ex. large do., half-bound,
Large do., half-bound,
Black wood Ink-stand,
Quills No. 1 & 2, Pink Tie and Green,
Pens, Pink, Green and Blue,
Packets 600 ea. office dipped Pens, Green,
Map files and wires,
Tin Boxes of Wafers,
Bottles of Best Black Ink,
Bottles Copying Ink,

ALSO AN ASSORTMENT OF FANCY READING BISCUITS IN TINS.
Viz:

Mixed	Reading	Biscuits,	Seed	Reading	Biscuits.
Queen's	Do.	Do.	Lemon	Do.	Do.
Pic Nic	Do.	Do.	Cinnamon	Do.	Do.
Cracknel	small	Do.	Arrow-root	Do.	Do.
Do.	large	Do.	Shrewsbury	Do.	Do.
Currant	Tunbridge	Do.	Ginger Drop	Do.	Do.
Ginger	Reading	Do.	Albert's	Do.	Do.

The above Stationary has been selected from one of the most celebrated houses in London, and will be disposed of at moderate prices; due notice will be given as soon as the goods are opened.

P. F. RICHARDS & Co.
Shanghai, 1st June, 1852.

JUST RECEIVED PER LATEST ARRIVAL
AND ON SALE BY THE UNDERSIGNED,

A fine assortment of MUSLINS DE LAINE, Assorted Colors; White Silk LACE; Do. EDGING; White Cotton and Thread LACE; Black LACE; EDGING of all descriptions; Ladies' COLLARS, MITTS, and CHEMISETTES; QUEEN'S BLOND; French Satin RIBBONS; French Cambric HANDKERCHIEFS; a large assortment of French Ladies' BOOTS and SHOES; Ladies' SHAWLS, MUSLIN, and NET DRESSES; Plain NET; Cotton HOSE; Gentlemen's Cotton HOSE, Silk SHIRTS, Merino Do., Pink Cotton Do.; Pink Cotton PANTALOONS, and White Cotton Do.; White Muslin Window CURTAINS; also a large variety of SUNDRIES and Fine GOODS too numerous to describe.

P. F. RICHARDS & Co.
Shanghai, 6th May, 1852.

JUST RECEIVED AND ON SALE
BY THE UNDERSIGNED,

THE undermentioned OILMAN'S STORES and STATIONERY: These Goods have all been carefully selected by the best London Houses and are to be had on most reasonable terms.—

Oilman's Stores:

Jams; Jellies; Patras Currants in Jars; French Imperial Plums; Muscatel Raisins; Jordan Almonds; Barcelona Nuts; Dried Herbs; Red Herrings; Fresh Salmon, in Tins; Green Peas; Carrots; Mock Turtle Soup; Soup and Bouilli; Sardines; Oysters; Haddocks; Salted Salmon, in Jars; Scotch Oatmeal, in Tins; Pearl Barley; Berkley and Chedder Cheese; York Hams; Bacon, in Tins; Pickles; Mustard; Beef-Steak Sauce; Essence of Anchovies; Assorted Sauces; Capers; Olives; Anchovy Paste; Bottled Fruits; Walnut and Mushroom Ketchup; and Salad Oil.

Stationery:

Consisting of Large size French Overland Post; Do. do. Note; Cream laid Note; Albert size do.; Queen's do.; Vandyke do.; Quarto do.; Large Note; Yellow Wove do.; Self-sealing Envelopes; Initial Wafers; Wafers; Private Ledgers, in Russian Leather Cases; Morocco Dressing Cases; Foreign Envelopes; Account Books; Pocket Ledgers; Private Ledgers, with Lock; and numerous others articles.

P. F. RICHARDS & Co.
Shanghai, 6th May, 1852.

ON SALE
BY THE UNDERSIGNED,

A Fine Assortment of LINING suitable for Ladies' Dresses and other purposes; Also, FANCY CHECKS for Ladies' and Children's Dresses; and an Assortment of Cotton CANVAS.

P. F. RICHARDS & Co.
Shanghai, 26th February, 1852.

ON SALE
BY THE UNDERSIGNED,

AN assortment of SHIP CHANDLERY & PROVISIONS, all of which are of the best description.—

Ship Chandlery:

Best Europe Rope, from ¾ to 8 inches; Umberline; Marline; Houseline; Spun-yarn; Oakum; Twine; Stockholm Tar; Stockholm Pitch; Sheathing Copper, from 14 to 24 oz.; Composition Coppering Nails, from ¾ to 1½ inch; Copper Pump Tacks, from ½ to 1¼ inch; Best Treble Purchase Blocks Brass Coakd. Plankt. and Bolted; Single Do. Do.; Double and Single 4 inch Blocks, with Brass Sheeves; Double and Single Blocks 5 to 10 inch leather coakd.; Superior London White, Black, Yellow, Stone, Red, Bright Red, and Green Paints in 28-lbs. Iron Kegs; Boiled Oil in Cask and 5 gallon Iron Tanks; Yellow Ochre; Litharge; Turpentine; Parker's patent Black Varnish; Coal Tar; Whiting and Canvas of various description, from N°. 1 to 6.

Provisions:

Fine fresh Bacon; Hams; Cheese; Butter; Salted Salmon in Jars; Pickled Herrings; Dutch Herrings in Bottles; Red Herrings in 1 & 2 doz. each Tin; Cod Sounds in Bottles.

Saddlery, &c.:

1 Saddle with shifting Pilch for Gentlemen or Ladies; 1 Small Hunting Saddle; Curb-Bridles; Snaffle Bridles; Hunting and Riding Whips; Patent Burners; Strong double soled and single soled Wellington Boots.

P. F. RICHARDS & Co.

FOR SALE.

A few Hogsheads of BASS'S PALE ALE, October Brew—Absynthe & Kirschwasser SWISS LIQUEURS—CHANDELIERS and BRANCHES—TABLE KNIVES—NICKEL-WARE—DAMASK TABLE CLOTHS and NAPKINS—TOWELS—A new assortment of DOOR LOCKS, SCREWS, &c.,—and sundry other Goods.

BACH & ARONE.
Shanghai, 4th June, 1852.

CARD.
EDWARD HALL,
BREAD AND BISCUIT BAKER,
AND GENERAL STORE KEEPER
SHANGHAE.
ALL KINDS OF FANCY BISCUITS MADE TO ORDER, SHIPPING SUPPLIED ON REASONABLE TERMS,
BISCUITS REFIRED,
&c., &c., &c.

ON SALE.
JUST RECEIVED AND TO BE HAD AT THE STORES OF THE UNDERSIGNED.

AN assortment of GLASS & CHINA WARE, consisting of DECANTERS, Pints and Quarts; Wine, Claret, and Champaign GLASSES; Tumblers and Soda-Water Do.; Finger Do.; Pickle BOTTLES; Handsome WATER and MILK JUGS; ICE PLATES; CRUETS to be had separately; GLASS SALTS; Rich CUT LUSTRES; A few pairs Rich VASES; Handsome TEA and BREAKFAST SETS; DESSERT SERVICES, &c.

Also an Invoice of Haberdashery MUSLIN DRESSES, MANTLES, SLEEVES, COLLARS, &c., &c.

Oilman's Stores:

JAMS and JELLY, 1-lb. Jars; Best MARMALADE, in Tins; Bottled FRUITS; PICKLES; SAUCES; CAPERS; VINEGAR, and MUSTARD; Best English Yellow SOAP; Prices's Best Windsor SOAP; VIOLET POWDER, and PUFF Boxes; Cloths, Hair, and Tooth BRUSHES; Sets of Shoe BRUSHES; Scrubbing Do., (English); LOZENGES, of all kinds at per Bottle; ARROW-ROOT, at per lb., or Tins 6-lb. each.

Stationery:

FOOLSCAP, LETTER, and NOTE PAPER; MOURNING PAPER; ENVELOPES; Red and Black SEALING WAX; Marking INK; WAFERS; INDIA RUBBER; Best STEEL PENS; Blotting CASES in Roan and French Morocco; Clasp POCKET-BOOKS; a few Vols. BOOKS (Best Authors); 60 Vols. CHAMBERS EDUCATIONAL COURSE.

Also Sets of School Room MAPS; the Sets of MAPS consisting of England, Ireland, Scotland, Europe, Palestine, Asia, Africa, North America, South America, & the World or Two Hemispheres.

EDWARD HALL.
Shanghai, 4th June, 1852.

HOUSES.

FOR SALE OR HIRE.

FROM the 1st *of August next*, when they will be in complete repair, the HOUSE and GODOWNS lately occupied by the undersigned.

RUSSELL & Co.
Shanghai, June 1st, 1852.

FOR SALE BY PRIVATE CONTRACT.

THE HOUSE at present occupied by the Rev. Mr. McClatchie. For particulars apply to

J. MACKRILL SMITH.
Shanghai, 12th May, 1852.

MISCELLANEOUS.

NOTICE.

THE Consignee of B (in a *diamond*) 11 Cases
J L
per *Roman*, from London, can have the same upon application to

SMITH, KING & Co.
Shanghai, June 4th, 1852.

NOTICE.

THE holder of Bill of Lading for 3 Cases marked *C/D, received per *Old England*, can have the same on application to

SHAW, BLAND & Co.
Shanghai, 14th April, 1852.

* C with D in a diamond.

W. E. AYER,
AUCTIONEER,
SHANGHAI.

JUST PUBLISHED,
Price......10 Cents per Copy,
THE DELEGATES' VERSION
OF THE
NEW TESTAMENT
IN CHINESE.

PARTIES wishing to circulate the same may procure them at Eight Dollars per Hundred, by application at the Printing Office belonging to the LONDON MISSIONARY SOCIETY, Shanghai.

20th February, 1852.

HICKIE, BORMAN & Co.,
SHIP, AND INSURANCE BROKERS,
CUSTOM-HOUSE, AND GENERAL FORWARDING AGENTS.
4 Oriental Place, Southampton, and
127 Leaden Hall Street, London.

PACKAGES, PARCELS, &c., by the *Peninsular and Oriental Steam Navigation Company's Vessels* transhipped at Southampton into Steamers for America, West Indies, &c., or forwarded to any other part of the world. *Charges Moderate—Insurance Effected.*

R. MEREDITH,
HOUSE AND SHIP CARPENTER
AND BUILDER.

IN returning thanks for the past favors so liberally bestowed on him, during his previous residence in Shanghae, begs to announce to the FOREIGN COMMUNITY and Merchant CAPTAINS, his resumption of his former business at this port, and assures those Gentlemen who may intrust him with their commands, that his best endeavors shall be exerted to give them every satisfaction.

Shanghae, 13th March, 1851.

N.B.—Blacksmith's work and Bell-Hanging done.

THE NORTH-CHINA HERALD.

Shanghai, Saturday, June 12, 1852.

NOTICE.—The hours of DIVINE SERVICE in Trinity Church, are on Sundays, at 11 a.m. and 3 p.m.; and on Wednesdays, at 5 p.m.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. Wright, the *Sexton.*

JOHN HOBSON,
Chaplain.

NOTICE.—Public Worship is held in the new School-room, on the premises of the "London Missionary Society," every Sabbath, at half-past 9 a.m.

Shanghae, December 5th, 1850.

Advertisements received for insertion up to *Friday night* in each week.

TO CORRESPONDENTS, AND CONTRIBUTORS.

Contributions; duly authenticated with the writer's name and address, will, at all times, receive due attention. The names of correspondents and contributors will not be published, if they prefer any other designation.

Anonymous communications, on matters of public policy, or general interest, will be thankfully received; it is, however, particularly requested, that such correspondents will abstain from all personalities.

We especially invite articles tending to develop the enlargement of our commerce, or the interest of our port.

We cannot pledge ourselves to return papers not published.

An Editor's box will be kept at the office, for the reception of all communications.

LATEST DATES.

England,	....Mar. 24.	Sydney, ...	Mar. 27.
Calcutta,	....Mar. 18.	New Zealand,..	Nov. 1.
Bombay,	....April 18.	Amoy, ...	May 20.
Madras,	......April 15.	Hongkong, ...	May 25.
Galle,	.........April 26.	Ningpo, ...	June 7.
Singapore,	....May 1.	New York,....	Mar. 10.
Penang,	......April 29.	Boston, ...	Mar. 6.
Batavia,	.......April 27.	San Francisco,	April 24.
Manila,	.......May 18.	Sdwich. Islands,	May —.

Owing to the pressure of other subjects and the length of remark we were drawn into on the proceedings of the Road and Jetty Meeting in our last number, we left untouched, the question, as to how far it would be advisable to modify the existing system of levying an equal rate on all landholders *pro rata.* It is a question fraught with much difficulty—yet it is very desirable to try if some mode of assessment cannot be adopted, which, whilst it realized the object, for which the Road assessment and Jetty rate provide—it did not bear so severely upon those parties who derive very small benefit, if any, from the Jetties. The motion of the Proprietors or Trustees of the Park, assumes that, because they derive no beneficial interest from the investment in that outlay, they should be excused—and another party, an open dissenter, in like manner contends that because the Jetties yield him and his colleagues no beneficial interest, he should at least stand excused from the Jetty rate.

If, then, it be possible so to adjust the assessments, as that, whilst an adequate revenue is raised for the formation and repairs of Roads, and the erection and keeping in repair of Jetties—those parties who do not derive a beneficial interest from either, or both—we should be very glad to see it accomplished.

Seeing, that the amount of Wharfage Dues last year, was no less a sum than 1,730 dollars and that the repairs and general expenditure for the same period were only 262:56 dollars. Beyond which, an annual sum of about 450 dollars has to be provided for payment of the interest of Jetty Stock—we really think the Jetty portion of the assessment might be left to provide for itself, and with a little attention to economy, ample means will be found to *build* any new Jetties that may be *required,* and, we should think, enable the Committee to pay off all the Stockholders, who have assisted in funding for their erection.

If, then, we are right in our surmises on this head, we need have no further clamour and debate at public Meetings, from recusants to the Jetty rate—and, now, for consideration of exemption to payment of the Road assessment, under particular circumstances.

Hitherto, the Park has been quite an exclusive affair, and, we think, before the Proprietors came forward to ask a boon at the hands of the public—it would have been better to have thrown the Park open, and, then, have relied on the liberality of the public for doing, what, now, they promise to do, if they get clear of the Road and Jetty assessment.

It is true, the Proprietors derive no beneficial interest in the Park—beyond the pleasure and health they obtain from muscular exercise—which tends as the reverend and learned Doctor observed to do their haunches good, but does not do him good, as he is excluded—it being private property. Still, with the increasing prosperity of the settlement—towards which the formation of good Roads, and erection of solid granite Jetties, are two very important steps—(Inasmuch as the greater facilities for trade the greater will be the resort of Merchants to this Port)—the Property, will, yearly increase in value, partly by payment of the very assessment objected to—and, surely, no one has so good a right to pay it as the parties for whose amusement and recreation, the ground is set apart.

If we recollect rightly, the argument we have just alluded to, was brought forward on a former occasion, in answer to the party objecting to pay the Jetties' rate, because, he derived no beneficial interest from them. Still, if it is to be set up on principle—that no land should pay assessment to the Road Committee funds, —except a beneficial money interest can be shewn to arise therefrom—we do not think, that it would make much difference to the revenue, derivable from Proprietors of *bonâ fidè* beneficial holdings—were ground, set apart for *public* amusements, to be exempted; and, we have no doubt, the boon accorded, would be very gratefully received by those spirited gentlemen, who expend their money so freely on public grounds. In conclusion, therefore, we would respectfully suggest to the New Committee of Roads and Jetties, that it is a subject well worthy of their consideration, against another public Meeting—because, if really some good *can* be attained, and so many parties pleased by so small a modification of the present mode of assessment—and as the funds of both Roads and Jetties, appear, at the present time, to be in a very prosperous state, (and the Roads and Jetties were never better, since Shanghai became a foreign Port)—we do not think, any one, would be much hurt by the suggested exemption, for *public purposes.*

Our Correspondent C. T. in our present number, continues his enterprising route to Nanking, sometimes by water, sometimes by land, as convenience or expedition prompts him. On the mainland near *Kin shan* he describes a remarkable cast iron Pagoda, of nine stories in height, supposed to be of great antiquity, but bearing no inscription by which its date can be ascertained.

We give insertion to the letter of a Foreigner, on the subject of the pathway closed up by the new arrangements within the Consular ground, together with the Land Regulation No. 4, which bears out the statement of our correspondent. We know of no right any Authority has, to close up a footpath, unless in accordance with the Regulations laid down for the governance of Europeans and Chinese—and this regulation sets forth that prior to closing a footpath a "notice being given by proclamation;" —should be made, so that all owners may know what is intended to be done, whereby parties having reasons to urge against the said closing would have an opportunity to state, if any cause of public grievance would ensue therefrom. Inasmuch as we have never heard that such *Notice* has been given in the case brought forward at the late Meeting of Landholders, there appears reason to call in question the validity of the action that has called forth so much discussion:—

To the Editor of the
"North-China Herald."

Dear Mr. Editor,—In your official report of the General Meeting of Land Holders held at the British Consulate Office—the Chairman appears to have said *that no right of way can be claimed,* from the Tow-pa Too Ferry, to the straight Road, that commences on the South side of the Ice House adjoining the Military Working sheds —and ending, south, on the west side of the Letan (Red Temple) on the Bank of the Yang King Pang. Now by reference to the 4th Regulation printed in your paper of the 17th January, you will see, that, a right of way two changs wide, is expressly stipulated for—from the south side of the Military Working sheds, leading eastward to the Jetty, which was a paved Road when Foreigners came to Shanghai and only recently closed by the British Authorities. Now I am a Land Renter in this Settlement and have been compelled (by Little Benjamin our Ruler in these matters) to contribute a large per centage of that Land for Public Roads, where before Roads never existed and are now seldom used. Can you inform me Mr. Editor by what Authority—if any—Her Majesty's Representative in Shanghai can and does exercise more power in this locality than Her Most Gracious Majesty can do in her own dominions or the present absolute Ruler of the French, do in France.

A Foreigner.

Regulation IV.—Government roads have hitherto existed in the grounds at present rented by the merchants but as numerous persons will now be passing to and fro, it is to be apprehended that disputes and brawls may take place, and it is therefore determined that another straight road, two Chang in width, shall be made for a thoroughfare to the westward of the river, and upon the small canal, commencing north, at the public road on the south side of the ice house, adjoining the military working sheds, and ending south, on the west side of the Letan (Red Temple) on the bank of the Yang-King-Pang; but the ground must be definitely rented, and the road completed, and measures must be taken by the Authorities in communication with each other, to ascertain clearly what roads ought to be changed, when notice will be given by proclamation; and passengers must not be obstructed before the new road shall have been completed.

On the south side of the military working sheds, leading eastward to the jetty at the Towpa Too Ferry, there has hitherto been a public road, which also must be made two Chang wide for the convenience of passengers.

Through the kindness of an eyewitness, we are enabled to lay before our readers some further particulars of the *Robert Bowne,* together with the log of Robert Brunton. We are glad to find that the Coolies seen on shore at *Pa-tchung-san* Island, as well as those recovered by H. M. Brig *Lily,* were not shorn of that elegant appendage their long plaited tails—this goes to invalidate part of the testimony of Joseph Valentine, who was examined at this Port. However for the sake of the memory of Capt. Bryson, we rejoice that the statement of his cruelty is contradicted. It is a great pity all the survivors could not [illegible] secured and brought off:—

About the middle of Feby. last, the American ship *Robert Bowne,* (the property of her Captain, L. Bryson,) arrived from San Francisco, in ballast, to take a cargo of Chinese Coolies back; after putting the ship in proper order, fitting berths, &c., for the Coolies—she sailed on Sunday, the 21st March, 1852, on her voyage. Nothing more was heard of her until the evening of Sunday, the 18th April, when the unfortunate ship arrived off Taitan, and sent a man in to Amoy in a fishing-boat to report the circumstance to Mr. C. W. Bradley (Junior), the United States Vice-Consul in charge at Amoy, who immediately started accompanied by a few gentlemen residents at Amoy, —on their arrival at the Six Islands, they met some of the officers of H. M. Brig *Lily,* who had been out on pleasure and were preparing to return to the port—these gentlemen immediately accompanied Mr. Bradley and his party, and boarded the *Robert Bowne,* at 8 p.m., about seven miles outside the Six Islands, secured the twenty-three Chinese who were just breaking loose and put them into their boats, made more sail on the ship and anchored her just outside Taitan,—for the night they brought the Coolies in and placed them for safety on board the receiving ships—the ship was brought into the port on the following day. Mr. Bradley immediately requested through Mr. Sullivan, H. M. Consul, the assistance of Captain Sanderson of H. M. Brig *Lily,* to recover the European seaman who had been detained on the island with the Coolies and apprehend some of the perpetrators of the foul deed lately enacted on board the *Robert Bowne.* Captain Sanderson lost no time in preparing for sea, and having been only the day previous relieved from the Amoy station by H. C. St. Ft. *Semiramis,* and having taken on board three of the most intelligent seamen of the *Robert Bowne,* put to sea on the Thursday following in tow of the *Semiramis,* which vessel had taken on board Mr. Bradley, the U. S. Vice-Consul, and Mr. Pedder, the Chinese Interpreter—the *Lily* remained in tow of the *Semiramis* until the following afternoon when a fresh breeze sprung up from the N.E. with a heavy sea, the tow-rope snapped, and sail was made on the *Lily*—when having signalized the *Semiramis* to keep company proceeded to beat to windward on her course round the north of Formosa. Captain Stephens contrary to his Senior Officer's signal, bore up that night in the darkness and ran to Hongkong. The *Lily* continued to work up and remained off the North of Formosa twenty-four hours in hope of seeing the steamer, and ran to the anchorage under the White Dogs on Sunday, fancying the *Semiramis* may have gone there during the gale—but here she saw no other vessel but one of Messrs. Dent's schooners, from the Min bound [illegible] the coast, and had anchored there for a few hours, by this vessel Captain Sanderson sent a letter to Commander Stephens to join him at the island of *Ty-pin-san* (one of the Meia-co-shimahs Group) should she have gone to Chinchew or Amoy. The *Lily* left the White Dogs and arrived off *Ty-pin-san,* on the following Saturday, having been detained by calms and contrary winds, during the two following days she cruised round and examined the whole group of islands and on Tuesday morning arrived off Port Haddington Island or *Pa-tchung-san* which was immediately recognised by the seamen of the *Robert Bowne* as the place where they landed the Coolies from that ship. The *Lily* anchored just inside the Bay which is about seven miles over, and upon examination found to be full of coral reefs in almost every direction, Captain Sanderson having nothing but an index chart to guide him where these islands were marked only on a very small scale and the navigation very intricate. Captain Sanderson went into the beach at noon the same day with all the small arm men and marines, but on landing found the Coolies had left the house, the natives of the islands had built for them there, and gone round and were living on the point which divides the two Bays, Port Haddington and Port Providence, they found what had been the residence of the Coolies, a long building at least 200 feet from end to end and about 9 feet broad formed of bamboo, interwoven with a kind of long grass, and a raised platform inside of about 6 feet broad of the same material as the house for the wretches to sleep on, there was also a detached cooking-house and the whole enclosed with a railing of bamboo work. Some few natives came down to meet Captain Sanderson on the beach, and although without an interpreter, the natives appeared to understand the object of his visit, and one drew a rough plan of the bay with the ship, boats, and the two houses of the Coolies clearly distinguishing the house they were then occupying just round the point. Captain Sanderson immediately re-embarked (accompanied by a few of the natives who volunteered their services to direct him) and left the beach with the intention of pulling round to the point about 7 miles distant; but on the way was overtaken by a succession of very heavy thunder, lightning, and rain, which continued so severe for two hours, as to completely saturate the leather magazines and spoiled nearly all the ammunition, finding none of the muskets could be depended on Captain Sanderson returned to the ship, at 6 in the evening having been within a mile of the point, the weather continued very severe during the whole night, but on the following morning cleared and the wind shifted round to S.W., it was Captain Sanderson's intention if possible to take the ship up off the point for the greater convenience of embarking the Coolies; preparation was made to weigh, and in the meantime a boat went into the beach to get some of the natives as guides; upon her return she brought instead of natives of the island three Chinese, one called "California Joe" and two of the coolies; they had deserted the camp during the night and walked round abreast the ship. "Joe" no doubt wished to make the best of a bad bargain, produced a silver watch (said to have belonged to the mate) and a belt containing dollars. The *Lily* worked up to and anchored about 1,000 yards off the residence of the Coolies, and no time was lost in getting the boats manned and armed to surround the Coolies, who were seen walking off in all directions, but the main body over a hill to the S.E. two or three shot were fired wide, which was expected to have had the effect of stopping them, but did not. The *Lily's* landed immediately after, having to walk more than knee deep over a flat of coral which ran out from the shore more than a hundred yards—it being impossible to get the boats any nearer the beach. Captain Sanderson with his marines supported by two companies of small arm men surrounded the Coolies residence, but found every one had departed into the country except three poor fellows with hardly life in them; this house was built much the same as the one in the bay, but very much larger and two rows of building instead of one, the Coolies had left behind them only six bags of rice; and then, Captain Sanderson formed his men to scour the island, and having taken on shore the interpreter "Joe" and one of the coolies who spoke the dialect of the island, explained as far as possible to the natives his desire to rid the island of these Chinese. The *Lily's* marched in the direction of the main body at least 10 miles in almost a straight line over hills and dales, frequently knee deep in a paddy-field and to their middles in a stream travelling over goods of every description, Chinese clothing, mats, great quantities of white cotton, sail canvas, a part of the dial plate of the Barometer, a European waistcoat, Chinese lanterns, musical instruments, razors, &c., &c.,—which the people had dropped on their way—the principal part being on the side of a hill where at least 200 were surprised and fled into a dense wood close to; here Captain Sanderson and his party halted; it being long past sunset and a considerable distance from the ship, the natives brought as many horses in the evening as they could immediately produce and all the officers were mounted as well as some of the men; when after a still more tedious march it being dark in a direct line over the country they reached the ship at 10, bringing thirteen prisoners they had caught on their way, some had been shot in the woods trying to escape—every one well tired. Daylight, on Thursday, May 6th,—H. M. Brig *Contest,* Commander the Hon'ble. J. W. Spencer, made her number off the islands and having to work to windward between numbers of coral reefs anchored near the *Lily* in the afternoon, when Captains Sanderson and Spencer landed accompanied by one Yang-yew, a Chinese who left here in the *Contest* as interpreter, and had an interview with some of the inferior mandarins and requested to see the chief on the subject of the Coolies who were scattered over the island and the recovery of an European seaman, who was one of the crew of the *Robert Bowne.* On the following morning the chief came down to a hut in the neighbourhood, and through the interpreter held a long conversation on the subject, and expressed his inability to rid the island of these people, having no forces or armed men without sending for junks to Loochow, at the same time was very anxious they should leave the island; they having committed all sorts of depredations, and had taken possession of some of the houses of the farming people. Upon landing the following morning, Captain Sanderson found the European seaman near the beach in a very weak state, he having escaped from the Coolies by whom he had been kept prisoner, during the night and from sickness being unable to walk had crawled over at least 10 miles of country down towards the ship, when he was immediately taken on board the *Lily,* and received every attention—to the great joy of his ship-mates then on board who never expected to see him alive. The same evening Captain Sanderson was informed that about 40 of the Coolies were not far distant, and accompanied by Commander Spencer, Prince William, and their boat's crews started in pursuit, and succeeded in bringing on board seven Coolies. On Saturday, one of the captured coolies was sent away to his companions in the wood with the message that, if they would come down to the ship they should be well treated, but he returned in the evening saying that they would not come; the interpreter likewise visited the main body, but they obstinately refused to come; during the whole of the time the *Lily* remained at these islands, the weather had been very bad—although the country presented a most delightful scene, appearing more like a park laid out with the greatest taste. Almost every day at noon rain fell very heavily for about two hours, and immediately a heavy fog rose from the ground. Captains Sanderson and Spencer having duly weighed the case considered it would be highly detrimental to the health of an European crew to entirely rid the island of the Coolies at that season as it would have been necessary for the people to have remained in the woods at least one night, and having already captured some of the Coolies who were pointed out by the Seamen of the *Robert Bowne* as ringleaders, and "Joe" said to have been the chief instigator, gave himself up on the *Lily's* arrival—both ships left the island on Tuesday, the 11th May, the *Contest* proceeded to Hongkong, and the *Lily* to Amoy, where on her arrival she found the U. S. Ship *Saratoga* who took the Coolies, the *Lily* brought on board, and sailed on 19th of May for Port Haddington. The sufferings of the Seaman detained prisoner by the Coolies, must have been dreadful—at one time some of the Coolies wished to kill him, and perhaps the next day the party who protected him would turn against him—he says that "Joe" on three occasions saved his life by crawling to him in the night with food—when the Coolies had kept it from him he also says the natives of the island would frequently bring him eggs, fowls and vegetables, but if seen by the Coolies it was forcibly taken from him, how much the kindness of "Joe" to this man, may be taken into consideration we cannot tell until the whole case is investigated at Hongkong—the interpreter Yang-yew on his return from the woods reported that many were living in the Huts; about 40 had hung themselves rather than come on board the ship and great numbers had died from starvation—he actually saw some of them hanging to the trees. No ship could have been fitted better for Chinese emigrants than the *Robert Bowne* was—she was a large ship of from 7 to 800 tons, a main deck upwards of 6 feet high and a lower deck upwards of 7 feet—this deck was properly laid of thick plank just over her tanks—the lower deck ventilated by eight large air pipes and the main by ports—her cabins for the officers were in midships on the upper deck—Captain Bryson had taken every pains for the comfort of his passengers and provided a great number of Chinese musical instruments for their amusement. What could have led to the committal of such an awful murder we are at a loss to know. Joseph Valentine in his evidence before Edward Cunningham, Esq., the U. S. A. Vice-Consul at this Port, stated that some of their tails were cut off—when most of the Coolies who were seen onshore had their tails on, and the major part of the number taken to Amoy in the *Lily,* likewise carried that delightful ornament.

Statement *of* Robert Brunton, *one of the Seaman of the American ship "Robert Bowne."*

Sunday, March 21st, 1852.—Left Amoy in the American Ship *Robert Bowne,* for San Francisco with about 425 Chinese Coolies on board—everything went well till'.

Wednesday, March 31st.—Forenoon watch below, belonged to the Port-watch, heard a noise on deck, Richards, A. B., ran below and told us the Coolies were taking the ship, got the muskets out, had four in the Forecastle, by this time they were forward at the forecastle scuttle, trying to keep us down,—they were tearing down everything they could; we made a rush on deck and found them in possession of the decks, made a rush fore and aft with our bayonets, but were driven out on the bowsprit, the Coolies had armed themselves with all kinds of things—muskets, bayonets, boarding pikes, iron belaying pins, ringbolts, axes, Carpenter's tools, knives, and everything they could lay their hands on; we stopped on the bowsprit and jib-boom, till' we thought they were going to make a rush upon us—so we went aloft by the head stays. We were at the mast head a considerable time, they were bawling and threatening us and snapping the guns at us—at last we got the Cook, (a Chinese who had been one voyage in an English ship,) and got the Coolies quieted a little. They made us throw our arms overboard and come down; they then made us fast with spunyarn, and carried part of us below. The Captain was killed in the waste, and the man at the wheel, and the mate who was sick, was killed in his bed—two other men were killed and four more badly wounded—Richards was either pushed or jumped overboard afterwards, they then put the ship about and stood in for the land—they kept altering course all that day and night.

Thursday, April 1st.—They brought the mate's Log Book, Charts, &c., to us and told us to steer for Formosa, and if we did not make the land in four days they would kill us all. We judged, as near as we could, that we were 300 miles to the eastward of Formosa; they gave Jon. Smith, A. B., charge of the ship, and brought us on deck by turns. That evening saw a sail, had seen one the day before, both at a distance, could not get a chance to make any signal.

Friday, April 2d.—Came on to blow hard, they cast us all loose and made us shorten sail, were not bound afterwards, but closely watched. The Coolies all the time were plundering the ship, and fighting among themselves about the plunder, they took everything out of the cabin, broke the Captain's gold watch in pieces and divided it—they broke the Chronometer, destroyed the provisions and took everything out of the Forecastle.

Saturday, April 3d.—Evening made the land, thought it was Formosa—kept beating trying to get to the north end of the island, found that the Coolies wanted to kill us all the night, we made the land. Believe "Joe" the interpreter (a Chinese) was at the head of all the affair, we kept a loaded revolver always by him, and wore the Captain's clothes, he used to give orders, but said the Coolies told him he might take the command—we put the ship's head off the land till morning—the Coolies had not abused any of us since the fight, but kept threatening us.

Sunday, April 4th.—Kept beating to the northward.

Monday, April 5th.—Coolies, getting impatient to land attempted to land in sanpan;—Richardson went in sanpan but could not land on account of the surf—saw a junk or sanpan under sail standing in towards the shore—it came on to blow hard from the northward, so we stood round the south end of the Island, and tried to get up on the other side. Lost the sanpan that night.

Tuesday, April 6th.—Beating up on the west side of the Island.

Wednesday, April 7th.—Evening, saw an island ahead, thought it was Sandy island.

Thursday, April 8th.—Coolies wanted to land at all risks, found it was not Formosa—saw an island to windward, beat up—found a small bay on the south end of it, stood in, sounded, got 20 fathoms—and then 7, and before we could let go the anchor, run ashore, lowered the boat and sanpan, and commenced to land the Coolies, landed about 100 of them that day, the natives received them very kindly, they carried provisions and plunder of all sorts ashore with them—made sail on the ship at 9 o'clock and got her off the shore, then let go the anchor but dragged out a longway, at last brought up in about 40 fathoms.

Friday, April 9th.—Landing the Coolies in the forenoon—"Joe" wanted us to run the ship on shore again, they kept two men on shore that day; afternoon got the long boat out and rigged her ready to land the Coolies that night, but they would not go on shore. We began to think they meant to kill us that night, as they were mustering their arms and ordering us off deck, we put everything in the boat we could get hold of—in case anything happened; two bags of bread, compass, colours, spy-glass, charts, &c.

Jon. Smith, A. B., and the Steward said they would sleep in the boat and keep her bailed out; we intended, if nothing happened that night, to get the Coolies landed in the morning, but in the night the men in the boat cut the painter, and we never saw them after.

Saturday, April 10th.—Landing the Coolies but we were all taken out of the boat and taken on shore that day except the Carpenter; the Natives on the Island built a house for us all and kept guard over us at night; believe "Joe" told them the ship was in distress.

Sunday, April 11th.—They brought the Carpenter on shore and kept landing themselves and their plunder—that day it came on to blow and they could not manage the boat, they took Wm. Fry, C. Gilbreath, and Fred, to work the boat—they landed a great number that night. Coolies kept quarrelling and fighting among themselves on shore.

Monday, April 12th.—Chas. Gilbreath came up to the camp and told two more men to go down to the boat, and told us there were only about fifteen Coolies on board and they seemed willing for us to go with the ship. D. Richardson and W. Pendick came ashore in the boat, so we all started down and got into her except two, as the Coolies had taken the alarm and were down on the beach. We went on board and slipped the cable made sail on the ship, and stood out; saw the men on the beach, hove the ship to, sent the sanpan for them, Chas. Gilbreath swam off to the sanpan but the other man was kept on shore by the Coolies, we filled and stood out, steered that night about N.N. W., light breeze.

Tuesday, April 13th.—Found there were twenty-three Coolies on board, the Cook told us they were plotting again, we mustered all the arms we could find, called them aft and told them we wanted to make a few of them fast, secured thirteen of them with double ropeyarn, kept putting them in at different times till' we had nineteen of them put in the Captain's cabin, and kept sentry over them all the time. Steered west, stiff breeze, double reefed top-sails, run till twelve o'clock, hove to till' morning.

Wednesday, April 14th.—Passed between two islands to the northward of Formosa, saw Formosa, steered W.S.W. with a stiff breeze.

Thursday, April 15th.—Saw the main land, steered west till' night, shortened sail, and stood off till morning.

Friday, April 16th.—Steered west, spoke a Chinese man-of-war junk, and got a pilot at one o'clock, very light breeze, stood off and on that night. The Pilot went to sleep and did not appear to care what became of us.

Saturday, April 17th.—Becalmed off Amoy.

Sunday, April 18th.—Harbor pilot boat came alongside, sent a man in to give the alarm—at night, the American Consul came on board with assistance, anchored the ship outside Tai-tan.

We left Amoy with about 425 Coolies, of which three died before the mutiny—there were about eight of them killed in the disturbance—the remainder all landed except the twentythree we brought to Amoy. Our crew consisted of Captain, Mate, Carpenter, Steward, and fourteen Seamen —and, Chinese Cook, and "Joe" the interpreter. Captain, Mate, and four Seamen killed, one Seaman and Steward went away in the long boat, and one man detained by the Coolies.

A TRIP TO NANKING.

(Continued from No. 97.)

Chin-kiang-fu—Kin-shan, or Golden Island—cast iron pagoda—land route to Nanking.

The city of *Chin-kiáng-fú* is beautifully situated directly on the South bank of the *Yáng-tsze-kiáng*, and is environed by hills on all other sides. It is a place of much trade, but the general features of the city itself—the streets, shops, dwellings, temples, &c., differ but little from those of Shanghai, and indeed, of every other Chinese city we have yet seen. The much greater size of the gates has already been mentioned, and we may here add, that they are double, but in a direct line with each other, and with the street, instead of being at right angles as at Shanghai. They are also much farther apart—apparently two or three hundred feet.

A high steep hill, ascended by a flight of stone steps, overhangs the city on the west, almost like a precipice, and you have the closely crowded roofs spread out beneath your feet far below. A small temple stands on the top of the hill and the view from this point is the finest we have so far met with in the Celestial Empire. Looking eastward, you have the city below with a beautiful chain of hills encircling it and then extending far off to the east skirting the south banks of the *Yáng-tsze-kiáng* till lost in the distance. On your right towards the south, is an extensive scene, diversified with hills, undulations and plains; dotted with clusters of cottages and chequered with fields of wheat, rice, cotton and vegetables giving a landscape of varied hues according to the season of the year. Westward is a mountainous range of hills, still south of the river, and pointing out its course. Then turning your face towards the north you will have before you this magnificent river—"Ocean's child"—rolling along its muddy waters, while here and there rocks and islands rise from its turbid bosom. These islands are little else than barren, precipitous rocks, having sometimes a few trees and some shrubbery growing from the crevices, or where sufficient soil may have become deposited to afford them sustenance. There is one, a half-mile northwest from the city, near the mainland on the south, with which it is connected at low water. This is the famous *Kin-shan*, or Golden Island, celebrated in Chinese writings throughout the Empire. It is but a few hundred yards in circumference, and is covered with temples in all sides. A seven-storied pagoda, together with three imperial pavilions going to decay, crown the summit. Its temples are like those seen elsewhere, and indeed the new one within the north gate at Shanghai the *Kwong-fŏh-sz*—is a *fac simile* of the largest and handsomest one on *Kin-shan*, and being new, is the more beautiful of the two. There are several large, polished marble tablets in various parts of the premises with inscriptions cut upon them. These are shown to visitors as having been presented to the establishment, (for it is a Buddhist monastery) by different emperors, *Kánghí*, *Kienlúng*, and others. There is also said to be a famous library here, but we saw nothing of it, though conducted by a young priest whose business seemed to be to show the curiosities of the place to strangers, and for which he receives a fee of a few hundred cash. You will see scores of priests in yellow robes, going in single file from one temple to another paying their devotions to the different idols. At each shrine you are solicited for "incense cash" to purchase sticks of incense, which are kept constantly burning before these deities.

A mile or two lower down the river, on the mainland and nearly opposite the north gate of the city, which is distant a half mile, are two hills, crowned with temples and connected together by a high, but narrow ridge, only three feet wide on the top, affording barely sufficient surface for the stone pathway. The outermost of these two hills projects a little into the river, and has on its top a very pretty, new, quadrangular pavilion, with its floor and the four pillars supporting the roof, of well hewn granite. A few rods from this, on the same hill is a nine-storied pagoda some forty or fifty feet in height, built of cast iron. The octagonal pieces forming the walls, are each, single castings; so also are the horizontal plates forming the roofs of the several stories. The whole of this curious structure including the base and the spire, was cast in about twenty pieces. Originally prependicular, it now has an inclination of two or three degrees towards the south. It is about eight feet in diameter at the base, each side of the octagon being nearly three feet; and its interior is entirely filled up with brick masonry, so that it is impossible to ascend it. It is evidently of great antiquity, but bore no inscription from which its age could be determined.

This, and the adjoining hill or bluff, were the points occupied by Major-General Schoedde's brigade at the battle of *Chin-kiáng-fú*, on the 21st of July, 1842, and just opposite is the point at which he escaladed the northern wall of the city. The recent repairs show the part that was demolished on that occasion. Looking down the precipitous sides of this bluff eastward, a pretty plain lies spread out before you, and almost directly under your feet, is a native battery of twenty-four guns, immediately on the bank of the river.

The Grand Canal passes through the western suburbs of the city, and enters the river nearly opposite *Kin-shan*.

We took passage in a boat for Nanking, up the *Yáng-tsze-kiáng*, but being detained by adverse winds for two days, with no prospect of a change in our favor, we resolved to try the land route, and sent our guide to hire donkies; but being unsuccessful in his attempt to procure them, we despatched him in search of a wheelbarrow. After some time he returned with one, and we set out for the second time with this mode of conveyance, having a two days' journey of sixty or seventy English miles before us.

Our route lay along the foot of the range of hills on the south side of the river which was a mile or two distant all the way, and most of the time out of sight. A low, level, fertile plain occupied the intervening space which is overflowed during seasons of very high water. This plain on the right and the high steep hills on the left, form a contrast that affords an agreeable scenery throughout most of the journey. But what delights you most of all, is the occasional sight of a beautiful stream of clear, cool, spring water, running down the ravines amongst the rocks, and with your hand for a cup—if you have no better—you taste a luxury to which you have been for years a stranger. These hills are mostly barren, but on some of them dwarf pines grow, which are collected by the natives in their vicinity for firewood. The population is more sparse than we have before met with; still you frequently pass cottages and hamlets, and every few miles a small village at which is a tea tavern, and here your wheelbarrow men stop to rest and regale themselves. Your also find it quite refreshing to take a cup of tea whenever you come to a halt, after riding under a scorching sun in your open carriage. Having accomplished about half the journey, you stop for the night at one of these villages. The inn looks any thing but inviting, and your sleeping apartment still less so, when, after passing through sundry dark buildings, you find yourself quartered in the darkest and gloomiest of all, on a ground floor, with a straw mat for your bed, cobwebs for curtains and spiders, centipedes, *et cetera*, for your companions.

(*To be continued.*)

Histoire de la Conquête de la Chine par les Tartares Mancheoux, Tome premier, par M. Vojeu de Brunem, B. & P. D. M. à Lyon, MDCCLIV.

(*Continued from No. 92.*)

TRANSLATION.

Book Third.

達英 Tayin, Censor[†] of the Emperor then took part in the inquiry in the following manner: *The hereditary Prince was present at the examination that the Emperor made of Doctor Ouanchay in the Hall of Audience; inform us what place you then occupied, and if your Father was satisfied with the respondent:* This demand completed the confusion of the young man; and he frankly owned that he, had not the slightest recollection either of Ouanchay or of the replies made to the questions of the late Emperor his Father. Upon which Tayin assuming a severe aspect, *I clearly perceive*, said he, *that you are an infamous impostor worthy of the most condign punishment, I will however promise that you shall have mercy extended towards you, if you truly discover to us the whole extent of your intrigue.*

The fictitious hereditary Prince then understood in how serious an affair he had involved himself, and that he had not a moment to lose if he would escape death. He threw himself at the feet of the Censor, beseeching him with tears in his eyes to have compassion on his youth. He added that they had imposed on his simplicity, and that he was ready to make a most open confession, if they would allow him to reduce it to writing. This was what they fully desired, and he was immediately supplied with all he required to write the following confession.

"I am called 王之民 Ouanchiming: my country is 開元 Kai-yuen,[‡] and I am grandson of 王炳 Ouan-ping, Governor of the person of the late Emperor 熹宗 He-tsong. My family having fallen into poverty and seeing myself thereby shut out from living at Court, I withdrew into the southern provinces. There Mouhou, a servant of 高望奇 Kaomonki having discovered that I sufficiently resembled the hereditary Prince, proposed to me, a few months since, to give out boldly that I was so. The design at first filled me with horror: but Mouhou threatened to kill me if I persisted in my refusal. This constrained me to consent to what he desired of me, in giving myself out as the hereditary Prince.

So explicit a declaration, should have satisfied the Emperor, and have caused him to look upon the whole affair as settled: but his imprudent ministers thought very differently. They persuaded their Master that he should seek further information with great publicity, the better to learn who were the authors of this plot; and published an Edict, by which it was enjoined on all who had seen the hereditary Prince at Pekin to come and recognize or disown him in the person of Ouanchiming.

Having published the Edict they placed the young adventurer under a strong guard, within the southern gate of the Palace, where any one had leave to see and talk with him freely. This surely was more than enough to attract a vast concourse of people to the spot, particularly many brawlers and disaffected persons whose wishes soon influened those of the multitude. High and low, Mandarins and others, all asserted without hesitation that he was really the eldest son of their old Master, the hereditary Prince whom they believed dead. A few days after letters from all quarters arrived from Viceroys and Generals attesting, said they, that the young man now detained at the Palace of Nankin, had said nothing but the truth touching his birth and the manner in which he had escaped from the fury of Lysteling.

To all these testimonials the Court opposed the interrogatory and the judicial confessions of the party interested: but those who sided with him as his partisans, boldly answered that those documents were the effect of the prevarication of the judges and the fear sufficiently well founded of the Prince. The ferment became so great in the City, and even within the precincts of the Palace, that they were often on the verge of coming to blows.

The Manchus getting information of these disorders, were not slow to profit by them. One of their armies had returned about a month into Ho-nan where they were besieging the strong fortress of 歸德 Kouaytay[§] the garrison of which place defended it stoutly.

The Tartars already disheartened by the length of the seige, were about to raise it, or at any rate to convert it into a blockade. But this news of the intestine commotions at the Court of Nankin, purposely spread amongst the besiegers, gave them fresh courage. They suddenly made a violent assault, and carried the City.

The complete submission of Ho-nan having followed the taking of Kouaytay, all the divisions of the Tartar army, that had been obliged to march into different quarters of the Province in order to subject it more quickly, were again united into one body, and advanced to the river 淮河 Houi-ho.[‖] The Manchus crossed it easily, no one opposed their passage, and they subsequently took many places on each side of them, whilst the Chinese Monarch frittered away his time in parties of pleasure, or had long consultations, without coming to any conclusion.

These advantages gained by the Tartars, were, however, after all, but very insignificant, compared with what the Prince Regent had in contemplation. He had just formed a large army in Shantung that was to be united with that in Ho-nan, and to take the road to Nankin, after the junction of one corps with the other. This junction was difficult to accomplish, for the troops from 山東 Shan-tung must necessarily cross the 黃河 Hwang-ho, one of the greatest rivers of China. Sekofa seeing that the Manchus were drawing nigh it, and that with the small force under his command, he could not be sure of preventing their passage, wrote many letters to Nankin in order to obtain a considerable reinformenent. But it was all in vain: they agreed with him on the necessity of powerful succours; and having acknowledged so much, did nothing further.

However, all was lost if the enemy should unopposed overcome the obstacle. Sekofa therefore resolved to prevent it by employing the following stratagem. He collected together from all the neighbouring villages an immense multitude of peasants, whom he armed as well or ill as he could. Then having ranged them along the shores of the river, opposite to the spot where the Manchus must begin their passage, he recommended them to fear nothing, only to keep up a good front, and to rely upon him for the result.

In truth the Tartars had no sooner espied from the other bank of the river these numerous troops disposed in admirable order, and commanded by so skilful a general as Sekofa, than they were afraid to risk the passage. Knowing nevertheless how far the Chinese were prone to give ground by flight, they considered that in sending some squadrons somewhat higher up, they would be able to cross the Hyang-ho without much trouble; that these having passed over, and falling suddenly on the first corps of the enemy, a flight would in all probability ensue, and communicate a panic to the whole army. The design of the Manchu General was to profit by the first disorder he should perceive from the opposite shore, to cause his troops to enter the river, and cross over at whatever risk it might occasion.

The Tartar General soon had reason to congratulate himself for the part he had taken, and for being enabled to pass the Hwang-ho without danger. His detachment having gone very high up the river, procured a large number of boats which they had sent for from the Houi-ho, into which the soldiers entered, and landed very quietly on the other side. The scouts of Sekofa having perceived them, immediately came down to inform the General. But unfortunately, instead of apprizing him only of the circumstance, they imprudently spread the news about.

The villagers, who were there only to make a show, instantly fled away as fast as they could, without endeavouring to learn if the enemy was in any force or not: *Manchus, Manchus, the sword of the Manchus, &c.* Such was the loud war-cry that these good people kept incessantly repeating; to them, a most convincing reason, for bidding them take flight. Even the soldiers of Sekofa were infected by the panic. They in turn took so well to their heels, that in a very short time this noble Mandarin saw himself surrounded by only a thousand to twelve hundred men, with whom he quietly retired upon Yangchoo.[*]

He had hardly entered into that City, before he perceived from the battlements the Tartars approaching. A very brisk attack was commenced on the following day: but Sekofa, made his assailants understand, by the manner in which he received them, that they were yet in too small numbers to reduce it, and all their combined forces must be brought together in order to effect its reduction. At the end of a few days the whole army being re-united, the Manchus scaled the walls in so many directions at the same time, that Sekofa was unable to resist them: and this General seeing the enemy within the Fortress, immediately slew himself. The greater part of the Mandarins imitated his example in this mad action, so much calculated to tarnish the memory of this great man.

The only protection that remained to the Emperor of Nankin, was the great river Kiang.[*]

But nobody coming forward in behalf of that Prince to arrest the Tartar's progress, the latter collected a great number of boats, and crossed the river without impediment. Their activity was so great, that they began this passage during the night: not to hide it from the Chinese, for they did so by the light of many thousand lanterns,[†] which were perceived as far as Nankin; but with the sole object of gaining time, and accelerating their operations.

He who first carried to the Chinese Emperor, or Prince of Foo, the sad news of this passage, found the monarch at table, and in a condition, in which it was never possible to make him comprehend the disastrous news that was brought him. After some hours of sleep he was enabled to learn sufficient to show him in how great peril he stood; and this was enough to make him resolve on immediate flight. He left the City before day-break, accompanied by a small number of the Officers of his household.

(*To be continued.*)

[†] Under the name of Censor of the Emperor, must be understood one of the Presidents of the Tribunal of the Kolis, called Tuchayuen. These Kolies, in quality of Censors have a wide jurisdiction for watching the maintenance of the laws and good order. Their supervision extends even to the officers of the Six Tribunals, to the Princes, and to the Person of the Emperor himself, whom they have the right respectfully to inform of errors in the administration of the State. Some of these strict Censors have frequently fallen victims to their zeal; but the outrages committed on any of them in consequence of an accusation or warning on their part, satisfies their vanity; and the people look upon them as Martyrs to the public

[§] Kou-ay-tay-foo, a city of the first order in Ho-nan, situate in the midst of a very fertile plain, is in N. lat. 34° 28′ 40″, and in 133° 39′ of long. East of Paris.

[‖] Houi-ho, a river that takes its rise in Ho-nan and falls into the Hwang-ho, about twenty to thirty leagues from the mouth of this river.

[*] Yangchoo-foo, a city of the first order in the Province of Kiangnan, on the Royal Canal. It is a delight-

[*] The Yang tsze kiang, or simply the Kiang, or the great river, takes its rise in the West of China, and traverses the whole country from West to East. Its embouchure is in the Province of Kiangnan. The Chinese commonly call it the Tá kiang, the *great river*. Yang tsze kiang signifies in Chinese, the *river the son of the sea.*

[†] The vast number of lanterns necessary for lighting up a large army passing over one of the greatest rivers in the world, will probably astound many readers. Therefore it may be as well to inform them that in China towards the 15th day of the first moon, every father of a family in town or country, lights one or more lanterns in his gateway or before his house, in such a manner that all this immense country looks as it were on fire during several nights. People well off freely spend in this illumination the value of two hundred francs or more: but the great Mandarins not less than a thousand crowns. These lanterns are painted, and have various forms. Some are long as a large house,[*] and they depict little plays on them. Probably this passage of the great river was effected during the feast of Lanterns.

[*] *They frequently are made to represent a huge dragon, and are carried by many persons together, each of whom carries a portion of it on his shoulders.*—Ed. N.-C.H.

The following information has been handed us from Authority:—

An account of all Goods *declared at* London *and* Liverpool, *in all* Ships *reported as having cleared out from* Shanghae, *and arriving at their destination, between the 1st of* January, *and 31st* December, 1851, *inclusive.*

Description of Goods.	*Reported in the year 1851, from the Port of Shanghae.*		
	At London	*At Liverpool*	*The Two Ports conj.*
Tea,...............Pkgs.	276,157	110,863	387,020
Raw Silk,&c.,.....Bales	14,745	1,188	15,933
Silk Manufactures,Cases	207	21	228
Cotton Do.,.......Pkgs.	484	2	486
Hemp,..........Bales	34	944	978
Linen,.........Bales	..	5	5
Sheeps-wool,.....Bales	291	14	305
China-ware,.......Pkgs.	307	11	318
Copper Coin,......Bun.	150	..	150
Iron,............Tons	260	..	260
Tin,.............Slabs	71	..	71
Smalts,..........Casks	5	..	5
Tobacco,..........Cases	9	4	13
Wine,...........Cases	56	10	66
Sapan-wood,.......Tons	..	4½	4½
Preserved Ginger, Pkgs.	..	213	213
Merchandize, ...Pkgs.	246	..	246
Private Effects,...Pkgs.	24	..	24
Returned Goods,...Pkgs.	..	76	76
Sundries,.........Pkgs.	40	..	40
Presents,.........Pkgs.	46	54	100

In the *Daily National Intelligencer* of the 18th February last, quotes the *Daily Alta California*, of the 19th April—will be found the memorial prepared by a convention of citizens of the State of California, which assembled in Washington on the 5th of February and continued its sessions until the 14th of the same month.

We extract a short paragraph in connexion with the recommendation to construct a Pacific and Atlantic Railroad and Electric Telegraph, showing the animus of the Californians on this subject:—

Of the Pacific and Atlantic Railroad and the Electric Telegraph, it says—

Your memorialists cannot omit to mention the deep and all-abiding interest they take in the construction of the great Atlantic and Pacific Railroad. The loss per annum to the people of the Atlantic States, as well as to the people of the west coast of the United States, for the want of this great highway, is not less than forty millions of dollars, and to the government likewise it is of no inconsiderable amount. The various routes which are now employed for the transportation of emigrants and merchandise are not only attended with serious hazard to life and property, but to vexatious delays, which always prove injurious to merchants, traders, and emigrants. The loss of life alone is a strong consideration for constructing this vastly important public work with the least possible delay.

In connexion with this subject, your memorialists believe that the bill now before Congress asking for telegraphic communication between the Atlantic States and our possessions on the Pacific is a measure of great importance. We cannot but

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Whilst the U. S. Congress and their Committees, are debating the propriety of establishing a line of Pacific Ocean Steamers, between California and Shanghai, or some other Port in China, by A.D. 1857:—it seems likely, some enterprising Capitalists will snatch from them the anticipated results, by starting a line within one or two years, at the utmost, from the present date:—

THE CHINA STEAMERS.

The following letter, in reply to the inquiries made on the subject by a citizen of Stockton, we publish at his request, and for the information which it contains. Mr. Wright is well known in New York, and his opinions are not without worth.

New York, *January* 10*th*, 1852.

John S. Robb, Esq.

Dear Sir:—In answer to your inquiry as to the capacity and cost of a steamer or steamers to ply between San Francisco and China, touching at Honolulu, Sandwich Islands, I beg leave to state that in my opinion, drawn from long experience in steam navigation and a perfect knowledge of the route proposed, that to carry on such a trade with success, it would require ships of at least 2,200 tons burden and of nearly the following dimensions: length, 250 feet; breadth, 38 or 3[illegible] feet; depth of hold, 22 feet; made of the best materials and in the most workmanlike manner.

There should be iron diagonal braces fore and aft and in strength and all other points equal to Collins' ships, the best built in the U. S. Two engines of 60 feet in diameter and 12 feet stroke, of piston, or one engine of 85 in diameter and 12 feet stroke, which would be equal to two of 60 feet and 12 feet stroke. The direct distance from Shanghae is 5,755 miles, and taking Honolulu in the route makes it 6,582 miles, greater in distance 827 miles. Taking the running time at 13½ miles per hour, the direct passage would be made in about 17 days and by way of the Islands in 20 days 8 hours or thereabouts. I would guarantee to make these passages in less than the time stated by two days. My calculations are high, but the proportions would be the same, perhaps a little more or less, but not varying materially. The greatest distance the ship would have to run by way of Sandwich Islands without touching would be 4,462 miles. At 13½ miles per hour, it would be made in something less than 13½ days, consuming at the rate of 35 tons coal per day, she would have to carry 472½ tons, which quantity could easily be increased 800 tons, all stowed away in her coal bunkers. Then she would have an entire deck, fore and aft for goods. This deck being 8 feet in the clear, you can judge what the capacity would be for freight; a thousand tons in weight and nearly twice that in measurement goods. Running light from San Francisco she would not have to coal at the Islands.

The ship should have airy and elegant accommodations, differing from any I have seen, as to ventilation for southern latitudes. In a word, she should be equal if not superior to any of her class. Her engine or engines should be of the most approved kind, with all of the latest improvements, &c. You are, I presume, as well as myself, aware of the necessity of having vessels combining great speed, symmetry and strength—strength to contend with the severe periodical gales that blow so violently in the China seas. Symmetry and power will give speed, and speed is economy, for it saves time, fuel, wages, stores, &c. In the calculation as to the consumption of coal, I stated the amount at 35 tons per day. By increasing her speed more coal would be used, but then there would be fewer days to burn it.

I would enlarge on this subject, but as you understand its bearings as well as I do, I will not employ more time on it. If there exists any desire on the part of the citizens of San Francisco, or the commercial men, to open steam navigation between their port and Asia, so well satisfied am I that success would attend such an enterprise, that I would willingly guarantee on my part Drs. 100,000 of stock in the first steamer. I think there can be no question of the profit which would flow from the freighting of China goods to San Francico. Indeed I look upon the advent of steam navigation as the dawning of that day which would make your harbor the depôt on this continent of the Chinese Empire.

The passenger trade between the two ports has, I am confident, been underrated, yet even if so, experience has taught me that steam navigation, wherever established, has rapidly increased the amount of travel. The passenger trade between San Francisco and the Sandwich Islands during the past year has been large, and all that is wanting to ensure profit is the establishment of a line of capable steamers.

A steamer of the class proposed would, at any time command her cost in the Pacific with a profit of 20 or 25 per cent: so there could be no hazard on the part of the stockholders, (and for my part this kind of business would suit me.) The vessel would be superior in all respects to any now there; I know them all. If the merchants of San Francisco will subscribe the sum of Drs. 140,000, I will pledge myself in seven months after the receipt of the proper vouchers to start from New York with a Canton packet of the value of from Drs. 240,000 to Drs. 245,000.

To mercantile men or mariners, this project presents a dazzling realization of that long dream of rapid communication with Asia, and I confess that I have a strong desire to be among the first to carry out so glorious an enterprise.

Would time admit, and the limits of a hasty letter, I could prove that no enterprise ever yet opened held forth promise of so rich reward as the purposed line to China. I did by the steamer of this date intend to place in your hands complete estimates, specifications, &c., of the ship, also a table of distances, and the estimated cost of various parts of the work, such as carpenters' and joiners' work, engines, and in fact all pertaining to a steam-ship of A No. 1 class. They are in my possession, but being lengthy, I have not had time to copy them. Though she will have twice the capacity of any of the steamers in the Pacific, (excepting one or two,) the cost of running will not be greater, owing to the great and rapid improvements in constructing engines, &c. I hope the spirit which animates some Californians in regard to these high enterprises, may become a leading feature among all her citizens, and that the China trade may be only the commencement of their home movement in the great field of ocean navigation.

You would have heard from me before, but my time has, a great part of it, been spent at Washington. I there learned that an English company was attempting to establish such a line as we are now proposing. This we must stop. It would be a great shame should we suffer any other nation than our own to take out of our hands such a source of honor and profit.

On the receipt of this I should like to hear from you without delay, what arrangement, if any, can be made, so that I may send out by the next steamer the specifications, &c., from the builders.

I am, dear sir, your obedient servant,

THE following Circular, has already appeared in the Hongkong papers, we know nothing in regard to its merits, and simply give it currency for the information of those parties whom it may concern :—

WHAMPOA, *April 29th*, 1852.

To ALEXANDER BIRD, ESQ.,
Vice-Consul.

SIR,—During the present time, when our seamen are in a very unruly state, and almost daily deserting, mainly owing to the high rate of wages given by the American vessels in port, we, the undersigned Masters of British ships, tender you our best thanks for the manner in which you perform the duties of your unenviable office, in attending at all times to our just complaints, and assisting us to the utmost of your power to curb the mutinous, and capture the deserters.

(Signed)—JOHN WILLIS, *S. Abbs.*
JAMES RODGER, *Sobraon.*
J. BROWN, *Nonpareil.*
PETER BROWN. *Sultan.*
R. FINDLAY, *Foam.*
H. FITZMAURICE, *Jamsetjee Jeejeebhoy.*
W. ROBINSON. *Mary Graham.*
JAMES BLOW, *Troubadour.*
W. W. RICE, *Sullaya*

BRITISH VICE-CONSULATE,
WHAMPOA, *5th May*, 1852.

GENTLEMEN,—I have pleasure to acknowledge the receipt of your letter of 29th ultimo, which I observe is signed by all the Masters of British merchant vessels at this anchorage at that date. To receive your best thanks unanimously tendered, for the manner in which I perform my duties, can not be otherwise than gratifying, and I beg to assure you that whilst I hold this office, I shall to the best of my ability administer justice impartially, and support the cause of law and order.

I am, &c.,
(Signed) ALEXANDER BIRD.
British Vice-Consul.

Messrs. WILLIS, RODGER,
and others. *Whampoa.*

JAPAN AND THE UNITED STATES.—A Correspondent writes :—

It is well known that the Dutch is the only foreign nation allowed by the Japanese to approach their shores for purposes of trade. But this trade is very limited and subjected to the most humiliating and vexations restrictions. We understand from continental papers that the Dutch so far from regretting any interference with the present Japanese policy by other nations are rejoicing at the measures under contemplation by the United States. They say the Dutch trade is in such an unsatisfactory position that any efficient action on the part of the United States in Japan must result in benefit to the trade of *all* nations. In this age of steam it is surely not venturing too far to predict that before many years there will be regular Steam Communication between Shanghae and some Port in Japan. The following extract from the *Home News*, 24th March, is quite in accordance with what we perceive in the latest *American Papers* :—

> Much activity prevails in the dock-yard of New York in preparing the brig *Perry*, and the store-ship *Supply*, for the expedition against Japan. The workmen are employed until near midnight upon both of these vessels, as also upon the outfit of the steam-frigate *Mississippi*. This last named vessel is intended as the flag-ship of Commodore Perry. In addition to the usual complement of small arms she will be provided with 120 stands of muskets, and the same number each of pistols, cutlasses, &c.: She will also take with her a park of *twelve* 24 pound howitzers.

MISCELLANEOUS.

H. FOGG & Co.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.

N. B.—For Goods Sold by Auction, account Sales and proceeds rendered 3 days from date of Sale.

SHOULD, sufficient inducement offer they will hold an AUCTION monthly, or as often as occasion demands.

PURIFY THE BLOOD.

MOFFAT'S LIFE PILLS and PHŒNIX BITTERS, for the cure of Scrofula and Mercurial Diseases, Fever and Ague, Bilious Fever, Liver Complaints, Dyspepsia, Piles, Rheumatism, Scurvy, and Ulcers, a Purely Vegetable Medicine, beware of Counterfeiters.

The best Family Medicine now before the public.

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JUST PUBLISHED

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FOR THE NAVIGATION OF THE
YANG-TSZE-KEANG.
Second Edition.
CORRECTED AND AMENDED BY
THE AUTHOR
WALTER MACFARLANE,
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Shanghai, May 8th, 1852.

ATMOSPHERICAL CHANGES

DURING THE WEEK ENDING 10TH JUNE, 1852.

THE weather of the past week has been overclouded and changeable—much rain having fallen. The temperature has also been below the average. Most of the wheat is now removed from the fields, although in some few places it has been left uncut, where from the late rains it has been mostly laid.

TABLE
MEAN DAILY READINGS
OF
BAROMETER, ANEROID, THERMOMETER, ANEMOMETER, & OMBROMETER.

JUNE.		BAROMETER.		ANEROID	THERMOMETER.		WIND.		RAIN.	
Day of Month.	*Day of Week.*	1852	*Mean of 3 years*	1852	1852	*Mean of 3 years*	1852	1851	1852	*Mean of 3 years*
4	F.	30.01	29.99	29.90	73.0	74.5	S.S.E. to S.E.	S.	0.00	0.00
5	S.	30.03	29.95	29.95	75.5	79.5	S.E.	S.E.	2.00	0.70
6	S.	29.93	29.96	29.83	66.0	71.0	S. to E.	S.E.	0.60	0.49
7	M.	29.90	30.02	29.79	71.0	69.5	O.	E.	0.02	0.81
8	Tu.	29.91	29.92	29.80	70.0	72.5	N.E.	N.W.	0.00	0.00
9	W.	30.01	30.01	29.91	72.5	75.0	N.E.	N.N.W.	0.05	0.02
10	Th.	29.97	30.00	29.87	75.5	75.0	E.	E.	0.10	0.03
Shanghae, 11th June, 1852.				Mean	71.9	73.8		Total	2.77	2.05

N.B.—It is to be noted that in the above table the figures represent the *mean* of two observations taken daily, and have no reference to the maximum and minimum readings.

CARGOES DESPATCHED FROM GREAT BRITAIN TO SHANGHAE.

Ships	From	Tons	Sailed	Plain Cottons *Yards*	Printed and Colred. Cottons *Yards*	Woollens *Pieces*	Long Ells *Pieces*	Camlets *Pieces*
Hannibal,	London	576	Feb. 14	3,425,956	330,515	1,200	600	....
Earl of Chester,	Liverpool	517	,, 26	2,962,190	409,299	120	....	....
Cambalu,	Liverpool	536	Mar. 8	4,403,240	251,115	320	....	....
Countess of Seafield,	London	450	,, 19	2,070,675	60,500	1,284	2,100	....

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE.	VESSELS.	FLAG & RIG.	Tons	CAPTAIN.	FROM	Departures.	CARGO.	CONSIGNEES.
June 4	Eliza	B. brig	145	Lange	Bombay	Mar. 19	Opium	Cowasjee Pallanjee & Co.
,, 5	Nymph	B. schr	106	Wilson	Hongkong	May 24	Opium	Dent, Beale & Co.
,, 10	Dss. of Lancaster	B. bark	463	Stevenson	Liverpool	Jan. 28	Sundries	R., Worthington & Co.
,, 11	Helen Mary	B. bark	397	Legg	Amoy	May —	Sugar	Holliday, Wise & Co.
,, 11	Challenger	B. ship	698	Killick	London	Feb. 21	Sundries	Lindsay & Co.
,, 11	Equator	B. brig	235	Carter	Amoy	May —	Sugar	Dent, Beale & Co.

DEPARTURES.

DATE.	VESSELS.	FLAG & RIG.	Tons	CAPTAIN.	DESTINATION.	CARGO.	DESPATCHED BY
June 9	Nymph	B. schr	106	Wilson	Hongkong	Ballast	Dent, Beale & Co.
,, 10	Roman	A. ship	691	Putnam	Hongkong	Ballast	Smith, King & Co.
,, 10	Thomasine	B. bark	365	Holmes	New York	Tea, &c.	Wolcott, Bates & Co.

SHIPPING IN PORT.

MERCHANT VESSELS.

VESSELS.	C'tom House Nos.	Date of Arrival	FLAG & RIG.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch.
Arabia	629	May 20	B. bark	365	Davis	Jardine, Matheson & Co.	N. S. Wales	Early
Balmoral	632	May 23	B. ship	356	Budge	Augustine Heard & Co.	London	Early
British Sovereign	628	May 17	B. bark	450	Harris	Dent, Beale & Co.		
Challenger		June 11	B. ship	698	Killick	Lindsay & Co.		
Dss. of Lancaster	635	June 10	B. bark	463	Stevenson	Rathbones, W. & Co.		
Eliza		June 4	B. brig	145	Lange	Cowasjee Pallanjee & Co.	Bombay	Early
Equator		June 11	B. brig	235	Carter	Dent, Beale & Co.		
Helen Mary		June 11	B. bark	397	Legg	Holliday, Wise & Co.		
John Bertram	208	June 2	A. ship		Lendholm	Jardine, Matheson & Co.	London	Early
Sea Breeze	205	May 6	A. bark	311	Brown	Russell & Co.	Refitting	
Sir Henry Pottinger	634	May 26	B. bark	334	Conwey	Dent, Beale & Co.	Liverpool	Early
Sophie	1	May 20	Sw. bk.	434	Kleman	Lindsay & Co.	London	Early
Versailles	207	May 31	A. ship			Russell & Co.	Liverpool	Early
Voyageur	633	May 24	B. bark	294	Pirouet	Captain.		

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE.

SEASON	*Congou*	*Souchong*	*H. Muey and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Yg. Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk, Total Bales.*
Year 1844-45,	....	....	....	....	3,036,803	....	....	....	....	....	....	763,824	3,800,627	6,433
Year 1845-46,	8,027,807	610,826	80,583	6,849	8,726,065	927,034	279,265	482,729	1,314,162	481,882	248,851	3,733,923	12,459,988	15,192
Year 1846-47,	8,957,080	361,348	250,007	11,045	9,579,480	615,096	183,348	741,155	923,987	295,420	149,634	2,914,660	12,494,140	15,972
Year 1847-48,	11,441,440	341,396	50,631	3,571	11,837,038	485,172	255,463	1,065,594	1,385,243	455,572	227,060	3,874,104	15,711,142	21,176
Year 1848-49,	11,163,686	593,322	96,429	....	11,849,637	600,472	393,901	1,357,396	2,760,543	878,671	458,654	6,440,637	18,303,074	18,134
Year 1849-50,	15,422,745	1,125,396	25,300	35,816	16,609,257	556,445	312,409	1,335,042	2,509,543	683,548	327,126	5,754,113	22,363,370	15,257
Year 1850-51,	24,551,050	664,902	410,557	328,297	25,954,806	1,001,400	476,824	2,793,876	4,439,353	1,451,796	604,485	10,767,734	36,722,540	17,243

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO GREAT BRITAIN.

1st July to 30th June	*Congou*	*Souchong*	*H. Muey and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Young Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1847-48,	10,683,454	44,441	16,911	3,571	10,748,377	198,071	43,391	116	113,109	209,002	60,075	623,764	11,372,141	19,117
Year 1848-49,	10,222,449	18,400	85,523	....	10,336,372	117,714	236,034	49,223	803,981	595,490	171,543	1,973,991	12,310,363	15,915
Year 1849-50,	13,057,125	229,503	....	33,986	13,320,614	18,455	114,095	....	137,602	228,607	46,124	546,883	13,867,497	13,162
Year 1850-51,	18,575,386	591,292	376,585	280,053	19,823,316	159,741	163,983	16,746	721,327	660,626	142,077	1,864,300	21,687,816	15,323

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO THE UNITED STATES.

SEASONS	*Congou and Souchong.*	*H. Muey and Pekoe.*	*Sorts*	*Total Black*	*Twankay*	*Young Hyson*	*Hyson*	*Hyson Skin*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1847-48,	226,636	....	....	226,636	104,267	755,559	122,866	246,009	170,036	115,414	1,514,151	1,740,787	....
Year 1848-49,	614,548	....	1,709	616,257	187,097	1,345,725	121,090	342,421	167,153	205,987	2,370,075	2,986,332	35
Year 1849-50,	1,648,829	....	....	1,648,829	181,748	2,298,611	190,753	554,026	466,230	283,511	3,974,879	5,023,708	415
Year 1850-51,	3,690,095	14,160	47,644	3,751,899	739,969	3,378,296	264,441	1,795,227	697,370	441,338	7,316,641	11,068,540	250

DETAILED STATEMENT OF TOTAL EXPORTS OF TEA AND SILK FROM SHANGHAE,
FROM 1ST JULY, 1850, TO 30TH JUNE, 1851.

DESTINATION	No. of Vessels	*Congou*	*Souchong*	*H. Muey and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson Skin*	*Hyson*	*Yg. Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Bales*
Great Britain,	50	18,575,386	591,292	376,585	280,053	19,823,316	159,741	16,740	163,983	721,327	660,626	142,077	1,864,300	21,687,816	15,323
United States,	20	3,690,095 &	....	14,160	47,644	3,751,899	739,969	1,795,227	264,441	3,378,296	697,370	441,338	7,316,641	11,068,540	250
Australia,	8	551,000	60,330	1,300	600	613,200	2,000	777,100	2,300	....	12,000	2,700	796,100	1,409,300	....
Coastwise,	21	1,694,969	13,310	18,512	....	1,726,791	99,690	204,403	29,000	250,130	38,100	11,370	633,593	2,360,384	1,670
California,	4	39,600 &	....	....	....	39,600	....	400	16,200	89,600	43,700	7,000	156,900	196,500	....
....	103	24,551,050	664,902	410,557	328,297	25,954,806	1,001,400	2,793,876	476,824	4,439,353	1,451,796	604,485	10,767,734	36,722,540	17,243

The above Statement does not include the following vessels loaded for the CONTINENT OF EUROPE, viz., *Adrianus Jacobus*, *Lively*, and *Pondicherry*.

COMPARATIVE EXPORTS OF TEA AND SILK FROM CHINA TO GREAT BRITAIN.

SEASON		*Congou*	*Caper*	*Scented Caper*	*Souchong*	*Sorts*	*Flowery Pekoe*	*Orange Pekoe*	*Scented Pekoe*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Young Hyson*	*Imperial*	*Gunpowder*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1848-49,		33,877,570	......	1,371,597	1,042,406	294,301	438,480	117,183	1,531,031	36,672,568	118,062	967,787	49,246	3,023,862	619,723	3,656,666	8,435,346	47,107,914	17,228
Year 1849-50,		39,552,200	......	1,221,500	1,794,100	615,800	217,900	....	2,447,400	45,848,900	18,500	918,500	....	2,030,000	312,100	4,841,300	8,120,400	53,969,300	16,134
Year 1850-51,		46,193,800	16,900	1,772,800	2,366,500	1,301,900	716,100	20,000	3,307,900	55,696,800	176,700	707,700	53,000	2,145,800	368,400	4,605,000	8,056,600	63,753,400	21,548
Year 1850-51,	Increase,	6,641,600	16,900	551,300	572,400	686,100	498,200	20,000	860,500	10,847,900	158,200	....	53,000	115,800	56,300	....	....	10,784,100	5,414
	Decrease,	....	......	....	....	....	....	....	....	....	....	210,800	....	....	....	236,300	63,800	....	....

EXPORT OF TEA AND SILK, FROM SHANGHAE TO GREAT BRITAIN,
FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name.	Tons	For	*Congou*	*Souchong*	*H. Muey and Pekoe*	*Sorts*	Total Black	*Twankay*	*Hyson Skin*	*Hyson*	*Young Hyson*	*Imperial*	*Gun-powder*	*Total Green*	GRAND TOTAL	*Silk Bales*	*Silk Cases*	*Silk Piculs*	*Nankeens*	*Silk Piece Goods*	*Wool Bales*
In 10 Vessels, ...1851—*July Total*				......	......	......	......	......	......	......	......	......	......	......	......	5,004,425	2,923	......	......	......	......	145
In 9 ,, ...*Aug.* ,,				......	......	......	......	......	......	......	......	......	......	......	......	3,264,832	2,870	......	......	1 box	3 pkgs.	6
In 8 ,, ...*Sept.* ,,				......	......	......	......	......	......	......	......	......	......	......	......	3,612,389	1,190	......	......	......	7½ pcls.	......
In 11 ,, ...*Oct.* ,,				......	......	......	......	......	......	......	......	......	......	......	......	4,880,027	2,850	......	......	......	......	95
In 7 ,, ...*Nov.* ,,				......	......	......	......	......	......	......	......	......	......	......	......	5,112,493	2,396	......	13	......	......	41
In 5 ,, ...*Dec.* ,,				......	......	......	......	......	......	......	......	......	......	......	......	2,510,176	1,025	4	......	......	......	49
In 3 Vessels, ...1852—*Jan. Total*				......	......	......	......	......	......	......	......	......	......	......	......	759,146	946	......	......	2 cases	19 cases	......
In 2 ,, ...*Feby.* ,,				......	......	......	......	......	......	......	......	......	......	......	......	1,010,300	169	......	......	......	......	......
In 5 ,, ...*March* ,,				......	......	......	......	......	......	......	......	......	......	......	......	1,818,911	884	......	......	......	......	238
Apr. 10	Old England,	502	Liverpool	......	......	......	......	......	......	......	......	......	......	......	......	419,745	......	......	......	......	......	......
,, 14	Geelong,	392	London	......	......	......	......	......	......	......	......	......	......	......	......	231,278	1,105	......	......	......	......	......
,, 21	Katharine Sharer	512	London	......	......	......	......	......	......	......	......	......	......	......	......	614,400	443	......	......	......	......	......
May 6	Celestial (Am.).	860	Liverpool	......	......	......	......	......	......	......	......	......	......	......	......	700,000	83	......	......	......	......	......

EXPORT OF TEA AND SILK, FROM SHANGHAE TO UNITED STATES,
FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name.	Tons	For	*Congou and Souchong*	*Oolong*	*Sorts*	*Total Black.*	*Twankay*	*Hyson Skin*	*Hyson*	*Young Hyson*	*Imperial*	*Gunpowder*	*Total Green.*	Total Pounds.	Silks. Pieces	*Raw Silk.* Cases	*Raw Silk.* Piculs	*Silk Piece Goods.*
Augt. Total—In 3 Vessels,				429,900	....	60,600	490,500	74,100	81,800	70,000	549,100	77,700	147,100	999,800	1,490,300	....	....	....	....
Sept. ,, —In 4 ,,				280,400	13,500	....	293,900	120,300	175,100	87,100	1,251,900	214,200	306,500	2,154,300	2,448,200	....	....	....	....
Oct. ,, —In 5 ,,				515,700	127,600	300	643,600	257,300	277,100	126,700	1,400,400	189,800	274,400	2,525,800	3,169,400	1,150	70	....	....
Nov. ,, —In 6 ,,				....	....	....	....	....	....	....	....	....	....	....	3,351,400	....	83	11.94	....
Dec. ,, —In 6 ,,				....	....	....	....	....	....	....	....	....	....	....	3,423,913	....	....	15.99	....
Jany. ,, —In 4 ,,				175,800	23,300	....	199,100	253,000	270,200	54,600	564,300	75,700	177,700	1,328,500	1,527,600	....	....	....	....
Feb. 4	Oriental,	470	Boston	140,200	....	....	140,200	18,700	53,700	34,300	296,200	12,800	45,000	518,700	658,900	....	....	....	....
,, 19	Mandarin,	776	New York	363,400	....	....	363,400	25,300	8,500	25,100	200,800	11,800	38,900	363,400	726,800	1,825	....	17.60	....
,, 19	Sea Witch,	907	New York	....	....	....	....	....	....	....	....	....	....	....	185,000	....	....	....	....
Apr. 12	Andes,	440	New York	189,749	....	....	189,749	20,428	19,651	19,211	141,203	10,095	28,643	239,231	428,980	....	9	3.46	....
				....	....	....	....	....	....	....	....	....	....	....	17,410,493	....	....	....	....

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